

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VIII.

RIO DE JANEIRO, AUGUST 5TH, 1881

NUMBER 22

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquês d'Abrantes
HON. HENRY W. HILLIARD,
Minister.

BRITISH LEGATION.—No. 1, Rua de Leão, Laranjeiras.
J. P. HARRIS-GASTRELL,
Chargé d'Affaires.

AMERICAN CONSULATE GENERAL.—No. 30, Rua do
Visconde de Inhauma. THOMAS ADAMSON,
Consul General.

BRITISH CONSULATE GENERAL.—No. 30, Rua de
S. José. GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Evaristo da Veiga. Services
at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday.

FREDERICK YOUNG, M. A.,
Rector.

Presbyterian Church.—No. 15, Travessa da Barreira.
Services in Portuguese at 10 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Thursday.

SAILORS MISSION.—163, Rua da Saudade; 3rd floor. Services at 2 p. m. every Sunday.

FRANCIS CURRAN,
Missionary.

BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS,
Agent.

IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa das Parilhas. Services in Portuguese at 10 o'clock, a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Wednesday. Sunday school at 4:30, p. m.

PINHEIRO & TROUT

SHIP-CHANDLERS & GROCERS

107, RUA PRIMEIRO DE MARÇO.

JOHN MILLER & CO.

successors to

DULLEY, MILLER & BRUNTON.

Importers and Commission Merchants.

SANTOS and SÃO PAULO.

MAURICIO SWAIN,

Mechanical Engineer

CURITYBA, PROV. OF PARANÁ.

CARSON'S HOTEL

160 RUA DO CATTETE

WM. D. CARSON, Proprietor.

JAMES E. WARD & Co.

General Shipping and Commission Merchants

113 WALL STREET
NEW YORK

NEW-YORK AND BRAZIL EXPRESS

Receive and forward parcels to and from Rio de Janeiro and New-York.

Office in New-York, No. 30, Burling Slip.
Office in Rio de Janeiro, No. 8, Rua São Pedro.

C. T. DWINAL,

34 RUA DA QUITANDA

Agent for the

"DOMESTIC" and

GROVER & BAKER

SEWING MACHINES

N. B.—Every article pertaining to Sewing Machines and their use constantly on hand.

D. RUSSELL MAC CORD, M. D.

Licensed by the

IMPERIAL ESCOLA DE MEDICINA DO RIO DE JANEIRO.

34, Rua do General Camargo, 34.

Will visit shipping in the harbor.

Office hours from 10 to 3 o'clock, p. m.

THE CHINESE QUESTION.

In responding to the extended discussion of our able contemporary, the *Cruzeiro*, upon the introduction of Chinese into Brazil, we desire to first correct some misapprehensions as to our own purposes and animus. In the first place our opposition to the introduction of Chinese and our criticisms upon existing social, economic and political affairs are wholly free from any and all animus against this country. We have discussed these questions wholly upon their merits, just as we would feel at liberty to do in London or New York. We oppose the Chinese irruption simply because we believe it will result in evil to Brazil, and not through the slightest wish to deprive this country of one single element of progress, nor from any hatred of the Chinese. In opposition to any purpose inimical to the progress of Brazil, there is every reason for our according hearty support to every influence and measure which will contribute to her prosperity. As a commercial journal our interests are identical with those of the classes which we represent, and their interests are unquestionably all on the side of the best and fullest development of the country where their money is invested. In the second place, our position is due to no fear of competition, to no spirit of rivalry whatever. The American who thinks of Brazilian competition and rivalry, is not yet born. The great difference between the populations, wealth, progress, and annual increment of the two countries would make such a feeling ridiculous. When Brazil shall have freed herself from her present false systems of labor and administration, and shall have increased her population, wealth and increment to a competing basis, it will even then be found that there is no cause for jealousy, for the world will have grown fast enough to employ the industry of both.

Although we fully recognize and appreciate the *Cruzeiro's* interest in this question, and the desire to discuss it at length, we regret that the four or five specified questions which we raised not only still remain unanswered, but have been quite covered up by side issues. On many of these issues we can agree most heartily with the *Cruzeiro*, but from the general conclusions drawn we must express a decided dissent. We not only agree, but we are glad to agree with our colleague that there are many instances of the profitable and successful employment of free labor, that many charges against planters are made by vagrant, idle colonists who are solely to blame for their wretched success, that there have been large sums spent in the effort to secure European immigrants, that existing laws and institutions are unfavorable to free labor, that the free population of the country is not wholly idle, that existing export taxes and transportation laws are unfavorable to small farming, and that the Chinese are temperate, cheap, docile, and, under favorable conditions, a desirable class of laborers. We do not conclude from all this, however, that the economic state of Brazil is everything that can be desired, and that the introduction of Chinese will result beneficially. We are well aware that in the

southern provinces the Germans have prosecuted small farming in a few localities with a reasonable degree of success. We know that free labor has been employed on some São Paulo plantations with satisfactory results, and that it is generally employed in manufacturing industries and commercial pursuits. However, two swallows, colleague, do not make a summer! The exceptions in this question, as in all others, do not make the rule. In denying the possibility of just treatment to the Chinese—should they be brought here—we make no charge against Brazilians, as a nation, but against the system under which they have been educated. We would apply the same objections to all slave-holding peoples, and the history of this question will support us. The unjust servitude which led to the wholesale suicide of the coolies in Cuba, and which has led to all sorts of hardships and complaints through all the West Indies, will inevitably be repeated here. The assertions of Dr. Mendonça that they are simply machines, of Dr. Lima that they are the only available substitutes for the slaves, and of almost every planter interested in the acquisition of Chinese, that free labor can not be employed profitably, are all unanswerable proofs of this position.

The great length of our colleague's discussion renders impossible its reproduction in our columns. The following, however, is a brief summary of the principal points which the *Cruzeiro* offers in reply to our criticisms upon the present industrial conditions of Brazil which we believe to be unfavorable to the introduction of the Chinese:

Great as is the emigration from Europe to the United States to-day, the introduction of Chinese will sooner or later diminish it through a diminution in the rate of wages. "The only element which can disturb the activity of European emigration is the Chinese laborer, because he produces better, cheaper, and in greater quantity." The Caucasian race seeks to drive him away. "Is it not Brazil who should seize upon this abandoned arm and fight advantageously, within a few years, with the industry of the Far West?"

"The perennial stream of Chinese immigration established to Brazil, and rationally directed in its application, will not our 837 million hectares be able to stand against the 935 millions of the American Union, undeniably inferior to ourselves in soil and in climate for the average conditions of prosperity of the mixed races?" The *News* perhaps foresees this competition and therefore seeks to close the door against Chinese immigration.

The opinion of the *News* relative to the treatment of colonists "is probably inspired by the unjust complaints of vagrant and intriguing colonists, by the proletariats gathered in European cities." In opposition the Brazilian planters and the São Paulo and Minas press are clamoring against present laws which afford too few guarantees to the planter, and permit the colonist to work or quit whenever he pleases. To remedy the defects of the law of *locação dos serviços* the minister of agriculture has prepared a new law. Authorities in opposition to the charges of unjust treatment are given, one of whom (J. C. Heusser) says that he had examined the books of Sr. José Vergueiro—who was accused of unjust treatment toward his Swiss colonists some years ago—and found everything all right, and that "the colonists are treated with great impartiality, the idle with severity, and the laborers with benevolence."

Attention is called to the great sacrifices made in the period of 1870-80 by the government, by associations, and by private individuals in the interests of immigration, and also to "the generosity with which the state and the agriculturists have aban-

doned their rights upon the bad immigrants, without persecuting them, or vexing them." It is true that the existing legislation is incomplete; it should be remedied by better guarantees to agriculturists, by restrictions upon the reclamations of colonists, by the establishment of a court of arbitration with extraordinary coercive powers, by special legislation for the Chinese, and by a general compulsory labor law. The free laborer is not enslaved, upon which point the *News* is badly informed and is ignorant of the country.

It is an error to say that the country has laborers enough for present needs; a population of twelve millions is not sufficient for 837 million hectares. The present system of public improvements demands an extension of Brazil's productive industries. From Espírito Santo north the agricultural and manufacturing labor will be performed by coolies, and not by the Latin and Anglo-Saxon races.

The decay of agriculture along the coast is not due to an inferior quality of soil, nor to the system of agriculture, nor to slavery; it is due only to the system of territorial settlement found in all new countries. In the United States the West competes not only with Europe, but also with the older Eastern States. "The agriculture of the West is not small farming, but on the contrary is characterized by great enterprises, each one employing a thousand or more of men." A statistical table is given, showing the production of wheat in this section, in comparison with that of other parts of the Union. From this it is concluded that to large farming is due the great agricultural production of the United States. A second table is given to show the increase in the production of cotton in five states over four, as another proof of the same promise. Therefore the *News* opposes a system in Brazil to which is due the great productive results in the United States.

Free labor has been employed in São Paulo with the most beneficial results. The province has been highly prosperous, and has very largely augmented her production. Under similar conditions and with the same railway development the other provinces of the empire will do as well.

The Chinese are not so distinct and exclusive as is generally claimed. The Brazilian idea of nationality is different from the American, where the policy of the "white conquest" favors "the exclusion of the Chinese, the exodus of the negroes, and the extinction of the Indians." Brazil, on the contrary, excludes none, but invites all—"the Indian, Negro, Mongolian and Caucasian are living fraternally on our soil, interlacing and mingling themselves, and are forming that mixed race to which Brazil will owe her external supremacy in the future."

The question between the *grande lavoura* and *pequena lavoura* [large and small farming] should be decided by practical observation, and not by "abstract and conventional theories."

Although the *Cruzeiro* believes, in common with Dr. Mendonça, that the white races of the United States are seeking to crush out the colored ones, it also believes that Chinese immigration will sooner or later diminish the high wages still paid in the United States, and thus check the current of European immigration. The two assertions are both inconsistent and untounded. With a population of over fifty millions, it is inconceivable how 105,679 Chinese, or an annual average increase of 4,242 in the last decade, can possibly affect either the industries or the rate of wages in the United States. The total number of Chinese entering the United States from the beginning does not exceed 216,000, about one-half of whom returned home. If so few men are able to affect the labor market of the United States, and to check the current of European immigration, then they are assuredly the most wonderful people in the world, and their acquisition would be preeminently desirable for any country. We have too much faith in our colleague's good

judgment, however, to believe that such a position will be defended. We are ready to credit the Chinese with sobriety, frugality, industry, patience, submissiveness, and many other qualities which enter into the composition of good laborers, but we can not ascribe to them a power which is nothing less than superhuman. In the sixty years from 1820 to 1879, inclusive, the number of German immigrants entering the United States amounted to a total of 3,002,027, and yet no one charges that the country has been Germanized. All these people, and the whole number of 9,908,799 immigrants from all countries during the same period, have been silently absorbed in the rapid growth of the nation, and have made no more impression upon it than the falling of rain into the sea. Out of the ten millions of immigrants received into the United States since 1820 these two hundred and sixteen thousand Chinese are practically the only ones who were not absorbed and who remained separate and apart from the people among whom they were living. Under all circumstances and at all times they have held themselves aloof, retaining their peculiar nationality, hoarding their earnings, contributing as little as possible to the wealth and development of the country, and finally returning home with all their gains. Such a people add nothing to the prosperity and well-being of a country, beyond the bare material results of their physical labor. As far as the education, literature, arts, sciences, legislation, administration, morals, religion and social life of a country are concerned, in what measure are they indebted to the Chinese?

The assertion that the Chinese produce better and in greater quantity is an error. That they work cheaply and well is admitted, but outside of routine and contract labor they are greatly inferior to the more intelligent European laborers. As a rule they have neither the physical strength nor activity of the whites, and can not therefore produce in greater quantity. In the Eastern parts of the United States they are mainly employed in the lighter, in-door avocations, but on the Pacific coast they are largely employed in mining, railway construction, gardening, etc. In California, of which so much has been said with reference to her industrial development through Chinese labor, there has been a greater diversity of employments followed by them than in any other state, but even there they are chiefly employed in light services, such as household and laundry work. This state contains 71 per cent. of the total Chinese population of the United States, or 75,122 all told. Although the total population of the state is 864,686 we are told that her agricultural wealth and development is chiefly due to this force of seventy-five thousand laborers, a great proportion of whom are employed in the cities and households!

The comparison which the *Cruzeiro* draws between the soil and climate of the United States and Brazil is one which we can safely leave to all intelligent observers. The marvelous fertility of the Mississippi basin has been so often and so widely discussed that no one should either be uninformed or misinformed on that subject. To be sure, a prominent Brazilian senator stated in the last parliament that the São Francisco valley would one day rival that of the Mississippi, but like Herbert Smith's prophecies regarding the future commerce of the Amazon, the world has been charitable enough to accept it as a bit of patriotic imagination, and to forget it.

In respect to the treatment of colonists, our colleague admits the fact that there have been repeated complaints for many years. There was no necessity, therefore, for the statement that our information had probably been obtained from "vagrant colonists" and "proletariats." If there were, complaints of so

serious a character as to warrant the interference of Elisé Réclus, the special investigating commissions of Von Tschudi, Heusser, Haupt, and others, and an official warning of the British government against emigration to Brazil, then assuredly there are other sources of information open to us than those intimidated. And furthermore, if our colleague will recall the articles published in *Journal do Commercio* in April, 1879, by the ex-president of Paraná, Dr. Rodrigo Octavio, relative to the treatment of the Russians, it will be seen that we have high Brazilian authority also for our charges. We do not say that all colonists have been treated badly; we will gladly bear testimony to the contrary. But we do say, however, that the colonization system adopted by Brazil has been both imperfect and erroneous, and that its whole history is filled with repeated blunders, grievances and acts of oppression. The very first colony established here—that of Nova Friburgo—endured hardships and trials which fully justified complaint, and that experience was but the first in a long series of over sixty years. If this statement is doubted, let our colleague go back to the foundation of the colonies of Nova Friburgo and Petropolis, to the Swiss and German colonists of São Paulo whose repeated complaints brought out investigating commissions from Europe, to the English colony of Cananéia, to the Russian colonists of Paraná who were first cheated and then abandoned to their fate, and to the many other instances of which this sorrowful chapter in Brazilian history is full. Were there a tendency to change the general system under which these evils have occurred, we would gladly close the chapter, and forget them; but as there is not only no serious effort in that direction, and as it is now proposed to acquire a large immigration of a very helpless class of people, we feel fully justified in recalling them.

Our space will not permit a further discussion of this question at this time. We shall continue in our next.

IMPORTANT INDUSTRIAL MOVEMENT.

Among the arrivals by the steamer *Colorado*, from Rio Janeiro, Friday, was Dr. José Custodio Alves de Lima, whose mission in this country is to obtain 3,000 Chinese laborers for the province of São Paulo, Brazil, of which he is an inhabitant. The Doctor is a graduate of Syracuse University, New York. On Saturday, at the St. Nicholas Hotel, where he is stopping, he communicated his views freely to a *Bulletin* reporter. The labor question, he says, is the most vital one in Brazil today, and is likely to be for some time to come. Brazil is still afflicted with negro slavery, though a heroic effort is making to get rid of it. The number of slaves in the country is between 1,600,000 and 2,000,000, but the government has prepared for the gradual abolition of the institution. A law provides that all children born since 1871, shall be free after they reach the age of 21, and every year a sum is laid aside for the gradual redemption of the more unfortunate slaves, as, for instance, the slave wife of a free man. The Doctor believes that in six or seven years slavery will be practically abolished, and then will come, in his opinion, a very serious crisis for Brazil. It is probable that the slaves, for several years after their liberation, will be useless and cause great trouble, so that until the freedmen shall have learned that liberty is not exemption from toil, the planters will be compelled to employ other labor.

For a long time, Brazil has encouraged immigration. The immigrant is welcomed with open arms. The government, in several cases, has founded colonies, given them money, and offered them assistance. Every public office is thrown open to the naturalized. And yet immigration has not been as large as the demand. Bismarck has prejudiced the Germans in a large degree from emigrating to Brazil, though he has not been able to prevent the exodus to the United States. Such Germans as have gone to Brazil have, after their contracts have run out, caused much trouble. The German consuls, evidently under instructions from Bismarck, have stirred up the Germans to strikes, and this has caused loss and trouble to the planters. Many of the planters have, for these reasons, not made money by employing foreign labor, and have only done so for patriotic reasons.

The great need of Brazil is more competition in

labor. European and American immigrants would be preferred, because they add to the intelligence and enterprise of the country. But if these cannot be had, then recourse must be had to the Chinese labor, which is cheap and submissive. European laborers are paid in Brazil from \$8 to \$9 a month, besides board and lodging. The hours of work are not as long as in a colder climate. As slaves are worth \$1,000 apiece, the expense of free and slave labor is about the same.

There are no Chinese in Brazil at present. Dr. Alves de Lima believes that they will be well adapted to the wants of the planters. The slave system made the planters slow and shiftless in their methods of doing business. Some of the largest planters kept no books or accounts. Free labor is changing this condition of things. The Chinese, who are submissive and servile in their disposition, will supply the place of the slaves to a greater degree than other immigrants. At the same time, Dr. Alves de Lima does not favor Chinese immigration as he would European. But as the latter is inadequate, recourse must be had to the former.

Dr. Alves de Lima intended to procure his Chinese in the States, but he foresees difficulties in the way that may oblige him to procure them direct from China. If the experiment proves successful other shipments will follow. He thinks that they will be able to work on the coffee plantations, the labor not being difficult. The crops are good this year, but the planters are anxious about the prices, which are low. Coffee is raised in the highlands, so that its district is somewhat restricted. Coffee lands cost about \$60 per acre, but the settler must wait five years before any returns are made on his investment.—*New York Commercial Bulletin*, May 30.

For the benefit of our American readers who may have taken the above statements in sober earnest, and in the interests of continued peace with Prince Bismarck who may not like the character therein given to his consuls and people, we shall offer one or two trifling corrections which we hope Dr. Lima will incorporate in all his future interviews with newspaper reporters. It is a surprising fact that a man never discovers how little he knows of home until he goes abroad—and that is just the trap in which our young friend has been caught. Had Dr. Lima been a missionary like the Rev. Mr. Fletcher, or an intense traveler like Lady Florence Dixie, or an omnivorous sight-seer like Capt. John Codman, or a simple planter out for a between-crop holiday, such trifling inaccuracies would have been readily excused and overlooked; but as a graduate of Syracuse whose orthodox reputation and training must be upheld, as the representative of the most progressive province in Brazil whose corporate veracity should not be compromised, and as the would-be shepherd of 3,000 "submissive and servile" Chinamen, "child-like and bland," upon whose imitative minds such an example might produce the most pernicious results, the corrections must be made.

In the first place, the "heroic effort" to get rid of slavery is limited to a mere handful of men. There are many unheroic abolitionists who would willingly free their slaves for a consideration, but the men who demand unconditional abolition—which we understand to be the "heroic" treatment—can yet be counted on the Doctor's fingers. And in the course of this so-called heroic effort, the slave population of São Paulo is actually increasing, and the Indian slave trade on the Amazon is openly and vigorously practised.

In the second place, the Doctor's estimate of the slave population of Brazil is slightly exaggerated—unless it be that he has made ample allowance for the non-registered blacks and the illegally-enslaved Indians. According to Barão de Cotegipe and other speakers in the last General Assembly, the slave population then was 1,419,000. On that basis, and at a rough estimate, the present slave population of the empire is not far from 1,400,000—leaving out of account, of course, the Indians and non-registered blacks. Had Dr. Lima made his error of "between 1,600,000 and 2,000,000"—let us say 400,000—on the other side of the truth

there would have been no great harm done; but to say that the present slave population is "between 1,600,000 and 2,000,000" when the matriculation returns of 1873 gave only 1,431,300, is assuredly a grave reflection upon the sincerity of the government and people of Brazil in carrying out the emancipation law, and upon the truthfulness of the statistics which emanate at brief intervals from the department of agriculture. However, it is barely possible that this increase of about 400,000 slaves is due to the "heroic effort" of which the Doctor speaks.

In the third place, we are told—or rather the *Bulletin* reporter is told, that Brazil encourages immigration, and that "the immigrant is received with open arms." Theoretically, yes! "Every public office is thrown open to the naturalized." Our left eye closes! "Bismarck has prejudiced the Germans"—Our editorial—"in a large degree from emigrating to Brazil;"—mouth—"the German consuls, evidently under instructions from Bismarck,"—expels—"have stirred up the Germans to strikes;"—a dubious and—"many of the planters have, for these reasons, not made money by employing foreign labor, and have only done so for patriotic reasons;"—prolonged whistle! Friend Koseritz! how's that for Rio Grande? And how does it apply to the old whipping posts of São Paulo, the deceived Russians of Paraná, or the imprisoned Italian contract laborers of Minas Geraes? And how does it correspond to that order now in force in the custom house of this city forbidding the employment of every foreign-born person! Theoretically, the public offices are open; but where are the foreign-born occupants? The Chinaman who takes Dr. Lima at his word and comes to Brazil with the intention of becoming an alderman or a water *fiscal*, should steel his heart against a bitter disappointment, even were he a lineal descendant of Confucius himself. It's like the liberty of worship barring a few restrictions, and the freedom of suffrage outside of the electoral reform limitations. There may be liberty for the immigrant, and he may have all the rights mentioned, but the Syracuse dictionary authority—as Dr. Lima should well know—does not exactly give such definitions to the word.

In the fourth place, "the great need of Brazil is more competition in labor." Then why secure Chinese immigrants under contracts? Does Dr. Lima call the contract system a species of competition? How can a long-term contract entered into over five thousand miles from the field of labor be called competition? This is just where the late trouble in Minas with the Italian laborers arose. They entered into contracts in Italy to work for a specified term for 30¢ a month, but on arriving here they found free laborers in the same work, side by side with themselves, receiving from 25¢ to 45¢ a day. They were naturally dissatisfied, but their employers undertook to hold them to the terms of their contracts. They then employed the remedy of free laborers in abandoning their employment, but in so doing were arrested and imprisoned. And this is what Dr. Lima calls competition! The statement that European laborers receive "from \$8 to \$9 a month, beside board and lodging," seems also to contradict facts—but that, of course, is unimportant. The English mining company at Morro Velho has a contract with Chinese in which the stipulated wages are \$16, gold, a month of 26 days of 10 hours each, besides free transportation, medical attendance and care during sickness, food and shelter, tools, and two suits of working clothes per annum. The Italians mentioned received 30¢ a month. And this is for contract labor. In no case have we heard of free labor at "48 or 59 a month." "The hours of work are not so

long as in a colder climate." We have seen slaves at work from 4 o'clock, a.m., to 8 and 9 o'clock, p.m.—sixteen to seventeen hours a day.

In the fifth place, Dr. Lima says that "the Chinese, who are submissive and servile in their disposition, will supply the place of the slaves to a greater degree than other immigrants,"—in which position we most fully concur. That is just the argument that we have been using all through the discussion of this question, and it is one of the chief reasons why we oppose the introduction of Chinese. There is precious little consistency in freeing the negro slave, if we are at once to put a yellow man in his very shoes.

From The Greer, June 4.

THE COFFEE AND SUGAR PRODUCING COUNTRIES.

GUADELOUPE AND MARTINIQUE.

Both were discovered by Columbus. Guadeloupe is of an irregular form, about twenty-five miles long and thirteen broad. It is divided into two unequal parts by a small arm of the sea, nearly six miles long and varying from one hundred to two hundred feet in breadth. This canal, known by the name of the "Rivière salée," is navigable for vessels of fifty tons burthen. In 1655 the first French settlement was made, but peace with the natives was only concluded in 1640. Development was but slow, Martinique being preferred by settlers; thus in 1700 Guadeloupe counted only 4,000 whites and 7,000 slaves; in 1750 there were 10,000 whites and 45,000 slaves. In 1759 the English conquered the island, but the peace of 1763 restored it to the French. During the first republic the latter again lost the island, but they soon retook it from the English. Martinique was settled simultaneously with Guadeloupe, but the French had to fight harder for it with the native Caribs. Sugar cultivation was introduced in 1650; ten years later Benjamin da Costa for the first time planted cocoa, but in 1718 an untoward season destroyed all the trees and coffee took the place of cocoa. Early in the eighteenth century Martinique became the mart for all the windward French settlements, and Port Royal became the magazine for all matters of exchange between the colonies and the mother country. The prosperity of the island was very great until the war of 1744, when a stop was put, in a great measure, to the contraband trade with the Spanish colonies by the introduction of registered ships. Martinique was taken by the English in the beginning of the year 1762 and returned to France in July, 1763. It was again taken by the English in 1809, but restored to France by the peace of Amiens.

Sugar production in Guadeloupe and Martinique has developed as follows:

	tons.
1849	56,300
1850	47,200
1851	50,000
1852	50,000

Since then production has doubled. With reference to sugar and rum manufacture in Guadeloupe we reprint the following latest report received:

"SUGAR.—There are nineteen usines or manufactories of white sugar direct from the cane, by the centrifugal process, with an aggregate capital of 23,550,000 francs. They manufacture about 430,000,000 kilograms of cane into sugar of three grades, the first and second of which are very white and are nearly all shipped to France; nearly all of the third grade, for the past year, has been exported to the United States. The average yield of cane is about nine per cent. of sugar. Therefore they manufacture about 38,700,000 kilograms of sugar, or 95,000 to 98,000 hogsheds. The mode of proceeding with the planters is thus: They receive all the cane and manufacture it into sugar, guaranteeing to give the planters 6 per cent. of the weight of cane delivered in manufactured sugar. That is, for every 100 kilograms of cane they give to the planter 6 kilograms of sugar. The agent or manager of the usine usually ships the sugar, and the price to be paid to the planter is governed by the average monthly rate established and reported by the Chamber of Commerce. Fifteen days after the publishing of this report, they are entitled to payment for their portion of sugar. The planters at the time of the building of the usines, entered into a contract to furnish them with cane for a period of twenty years. With most of the usines, ten years of the time contracted for has expired, and it will be difficult for the usines to renew this contract at its expiration. If the demand for muscovado sugar in the United States increases, as it has for the past four or five years, the planters can realize much more from their cane when manufactured into muscovado sugar than they do now, and they regret very much having entered into that contract. There is also a usine for the manufacture of concrete sugar, with a

capital of 100,000 francs. They manufacture annually about 14,000,000 kilograms of cane into sugar, from which they realize about 1,230,000 kilograms of sugar, nearly all of which last year was shipped to the United States. There is a manufactory for canning and preserving pineapples and other fruit. They put up 452,000 kilograms of pineapples which are all shipped to France.

RUM.—There are 120 rum distilleries that manufacture 4,551,332 liters of rum per annum, 2,667,137 liters of which are shipped to France, and the balance, 1,884,195 liters, is consumed on the island, besides 2,345,420 liters of wines and other liquors imported mostly from France.

Trouble about procuring hands for the plantations there is, so to say, none at present; both islands have traversed the precarious periods which followed the sudden emancipation of the blacks during the first republic and the revolution of 1848 better than might have been expected, and have since 1850 been steadily procuring coolies from India. Between 1872 and 1879 they have imported direct from British India a couple of thousand laborers annually, the total export of this kind of labor from there to the French colonies having been:

1873	1,312
1874	5,323
1875	4,418
1876	3,794
1877	3,179
1878	5,165
Together 23,191	

The Swedish island St. Barts was ceded to France in 1878 and now forms a dependency of Guadeloupe; the latter has a population of 180,879 souls, Martinique 161,782, and St. Barts, 2,374, together 345,035 inhabitants. The import into Guadeloupe in 1877 amounted to 27,151,000 francs, and the export from there 34,691,000; the import into Martinique in the same year was 28,895,000 francs, while produce was exported to the amount of 33,596,000. Total trade movement in the French West Indies in 1877 124,433,000 francs. This is certainly doing well for such a small colony and due to a great extent to the liberal policy pursued by the home government with reference to them by leaving them to adopt such a fiscal and commercial system as suited best their local interests; in other words, France with respect to her West India possessions has introduced on a broad basis the British principle of leaving colonies as little hampered as possible.

The consequence has been a rapid development of sugar industry after the best modern methods, winning the confidence of French capitalists. The manner in which sugar is produced in the French West Indies on some large estates has become a model of scientific manufacture from which other cane producing countries have copied of late years. At all events these islands have proved and are proving to the world what can be done by an intelligent application of modern progress in this important branch. In spite of their limited area these islands thus perform an important part in the New World. Coffee production in the islands is unimportant.

PROVINCIAL NOTES.

—The June receipts of the Pará postoffice amounted to 6,158\$80.

—The *Future*, of Taubaté, São Paulo, says that 57 manumissions were made in that place during the year 1880-81.

—The São Paulo provincial budget for 1881-82 appropriates the sum of 470,460\$ for the purposes of public instruction.

—News from interior localities of Pernambuco report a very severe winter. The roads are said to be in a very bad condition.

—The total receipts of the postoffices of the province of Bahia during the half year ending June 30 amounted to 37,622\$610.

—A new steamer of home construction, named the *Gnasca*, began making trips between Porto Alegre and Santo Amaro, Rio Grande do Sul, on the 22nd ult.

—A young man of 19 years was murdered about the 20th ult. in a rancho near Leopoldina, Minas Geraes. The name of the victim is Pedro Faustino Netto, and the object of the crime was robbery.

—An assassination took place on a plantation near Campinas, São Paulo, on the 21st ult., one Eulatório de Almeida Leite being killed by his son-in-law in a dispute. The criminal, Antonio Pinto Vaz, made his escape.

—The doors of the Exchange at Rio Grande were broken open on the night of the 24th ult., and also a door leading from the Exchange into the postoffice. The sum of 426\$580 was taken from the registry department of the postoffice.

—The interest charges upon the province of São Paulo during the current fiscal year are estimated at 610,000\$, of which total 60,000\$ represents the interest of 6 per cent. on the provincial debt, 70,000\$ the interest on the floating debt, and 480,000\$ the interest on railway guarantees.

—The June receipts of the Mandos custom house amounted to 15,688\$362.

—The Portuguese population of the province of São Paulo is estimated at 25,000.

—There is a large quantity of counterfeit "nickel"—100 and 200 reis—afloat in Bahia.

—The Corumbá, Matto Grosso, customs receipts amounted to 26,991\$480 in April, and 23,83\$744 in May.

—Mail advices from the interior of Pernambuco report the bean crop as nearly destroyed by the rains. There has been unusually cold weather.

—According to the *Financeiro*, of São Paulo, the slave population of that province on the 31st of December last was 180,607, a gain of 30,018 in the last three years.

—There were 101 deaths in the city of Fortaleza, Ceará, during the month of June. In the same month of 1878 there were 5,406 deaths, owing to the *sécca* and small pox.

—An abolition society has been organized at Mandos, province of Amazonas. The movement has gained a great impetus in that city, its leader being the proprietor and editor of the *Comércio do Amazonas*.

—The "Companhia Cantareira" of São Paulo has been notified of the success of its new loan in London for the prosecution of the São Paulo water and drainage works. The amount of the loan is £120,000.

—Under the new electoral reform law the total number of voters registered in the province of Pará is 7,300, of which the capital, Pará, contains 2,085. The total free population of the province in 1872 was about 233,000.

—The *Onze de Julho*, of Pelotas, charges two soldiers of the 3rd detachment, stationed there, with highway robbery on the night of the 21st ult. Two others, on the same night, attacked a slave in the street and gave him a brutal beating.

—The province of São Paulo imposes a tax upon employees of the provincial government receiving an annual salary over 200\$ at the rate of eight per cent. on salaries up to 1,000\$, and five per cent. on salaries from 1,000\$ to 6,000\$ per annum.

—According to Rio Grande papers of the early part of last month the slaves at Pelotas had planned a revolt, and measures had been taken to suppress it, should their plans be carried into execution. A revolt at Pelotas would not be at all surprising in view of the cruelties reported from that place from time to time.

—With regard to those Italians who threw up their contract with the Morro Velho mining company, ran away, and were afterwards imprisoned, a court decision has just been rendered against them and in favor of compelling them to finish their contract. Through this decision the government is obliged to return the men to the mines, and to compel them to complete the time for which they engaged to work.

—The *Correio Paulistano* of the 28th ult. gravely discusses the political probabilities growing out of the death of President Garfield and the succession of "Arthur Chester" to the presidency. Mention is also made of "Senator Couckley." Our good friends of the *Correio* should not have informed the world in so conspicuous a manner that they do not know the names of the vice-president of the United States—Chester A. Arthur—and of so prominent a senator as Senator Conkling.

—An assassination occurred on the 7th ult. at Casa Branca, São Paulo, one José Lemé being killed in a public place by one Manuel Luiz. The cause was nothing more than a little dispute about the quality of character possessed by the two disputants. If there is not a good quality of hemp employed for these gentry at no distant day there'll be a chance for emigration as well as immigration in some already notorious localities.

—According to the *Gazeta*, of Uberaba, Minas Geraes, of the 28th ult., a brutal assassination took place a few days before in the municipality of Cajurú. The mistress of a coffee plantation, D. Joaquina Martins de Arruda, had aroused the enmity of a fugitive murderer living in the vicinity, one João Caetano Borges, who satisfied his revenge with her murder. The poor woman was found in a coffee field horribly mutilated, her body being gashed with a knife and her head bruised with a hammer. Borges had before committed murder at Passos. No mention is made of his arrest.

—The June receipts of the Pará custom house amounted to 554,913\$205, against 385,093\$046 in the same month of last year. The monthly receipts for the last half year, and the total receipts for the last five fiscal years, were as follows:

month, 1881.	fiscal year
January.....	530,804\$719
February.....	535,882 293
March.....	455,242 460
April.....	498,442 052
May.....	350,721 479
June.....	554,913 205
1876-77.....	4,224,134\$961
1877-78.....	4,136,113 678
1878-79.....	4,975,643 091
1879-80.....	6,119,827 874
1880-81.....	5,918,130 919

—The S. João d'El-Rei mining company, of Morro Velho, Minas Geraes, granted letters of freedom to 25 of its slaves on the 24th of June. The superintendent, Mr. Pearson Morrison, announces his intention to free 29 more on the 24th of December next.

—The president of São Paulo has designed November 1—the day following the general election—for the election of provincial deputies. Several Paulista journals oppose this because the two elections are brought together. Would it not be better to hold both elections on the same day?

—The *Constitucional*, of Macahé, says that the product of the Quissamã central sugar mill this year amounts to some 250,000 or 260,000 arrobas of sugar [an arroba is equivalent to 32 pounds], and from 1,000 to 1,200 pipes of rum. The gross receipts are estimated at from 800,000\$ to 900,000\$, and the net receipts at 300,000\$.

RAILROAD NOTES.

—The minister of agriculture invites tenders for a railway from this city to Tijuca.

—The June receipts of the "Recife as São Francisco" railway amounted to 69,159\$300 and the expenditures to 53,426\$741.

—It is stated that the Emperor will attend the opening ceremonies of the "Oeste de Minas" railway sometime during the present month.

—The Baldwin Locomotive Works will turn out over six hundred locomotives this year. Between fifty and sixty of the Mexican orders were completed and shipped during the first half of the year.

—The Mogyana directory has issued its fourth call upon share holders at the rate of 40\$ per share to be paid in from the 1st to the 10th of September next. The money is to be used on the Entre Rios line and the Penha branch.

—A small steamer, belonging to the contractors of the D. Theresa Christina railway, left London on the 5th ult. for Santa Catharina. This steamer will be used on a service between Santa Catharina, Imbituba and Laguna.

—Imperial decree No. 8,198, of the 23rd ult., declares the Victoria, or "Itinêcia à Natividade" railway, of Espírito Santo, to be a charge upon the general government. This line extends from Victoria to the Rio Doce, and an extension is projected from thence into northern Minas.

—It is said that the minister of agriculture intends to take advantage of the present improvement in financial affairs by reducing the rate of interest guarantees on railways from seven to five per cent. The purpose is certainly an excellent one, but should the present improvement prove illusory there may be some slight difficulties about capital in the future.

—The entrance of the first locomotive into S. João d'El-Rei, over the "Oeste de Minas" railway, took place on the 30th ult. There were great popular rejoicings. This completes the 100 kilometers' extension of this road, and gives to that place a direct railway communication with Rio de Janeiro. The formal opening ceremonies will take place at an early day.

—Complaints are made of a new vexatious regulation by the Dom Pedro II railway authorities in this city. A branch office having been established in the business part of the city, the railway officials are seeking to support it by imposing an extra charge on all *commodatas* dispatched, whether at the city office or at the railway station. In the latter case the extra charge is decidedly unwarranted and vexatious.

—Several experiments have recently taken place on the suburban lines of the São Christovão tramway with a new tram locomotive manufactured at the Baldwin Works. The trials have thus far shown the capacity of the locomotive to easily draw four loaded cars over any grade on the road and at a good rate of speed. No satisfactory trial as to speed has yet been made, owing to the bad condition of the switches, and to the general desire to determine its stopping rather than its running capacity. The purpose of the company to employ steam on its suburban lines is highly praiseworthy, and will add much to the value of the localities through which they run.

—The Pennsylvania Railroad, to accommodate its immense traffic, has in use 1,000 locomotives and 40,000 cars. On the main line between Philadelphia and Pittsburgh 643 locomotives, 239 passenger, 119 freight, 48 baggage, 56 express, 18 postal and 11,558 freight cars are employed. On the New York division there are in use 242 locomotives, 400 passenger and express and 3,723 freight cars, while the Philadelphia and Erie division requires 119 locomotives, 925 passenger, express and baggage, and 18,311 freight cars. In addition to the equipment in the above statement, there were also 18,730 cars running over the various lines, owned by individuals and companies. The new elevator of the company at Jersey City, will hold 1,500,000 bushels of grain.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet,
the French packet of the 15th, and Royal
Mail packet of the 24th of the month.

Contains a summary of news and a review of Brazilian affairs
the arrivals and departures of foreign vessels, the
commercial report and price current of the market, a table of freights
and charters, and all other information necessary to a correct
judgment on Brazilian trade.

(Cash invariably in advance)

Subscription for one year in Brazil,\$20.00
do for six months do\$10.00
do for one year in the United States, \$30.00
do for six months do do \$15.00
do for one year in Great Britain,£20.00
do for six months do do£10.00

SINGLE COPIES: 600 reis; for sale at the office of
publication, or at the English Book Store, No. 67 Rua do
Ovidor.

All subscriptions must run with the calendar year.
Back numbers supplied at this office from April 1st, 1879.

Subscriptions and advertisements received at the
EDITORIAL ROOMS:—8 Rua São Pedro.

Agents in New York:

JAMES S. MACKIE & SON,
194 Broadway.

RIO DE JANEIRO, AUGUST 5TH, 1881.

THE latest and one of the best features in the abolition movement is the resolution of several of the most influential journals of Bahia to either refuse publication to all slave advertisements, or to donate the receipts from such advertisements to the emancipation fund. This is essentially a move in the right direction. As a popular educator the press should lend its aid or countenance to no institution or influence which is not for the public good. Happily this institution of slavery is now generally recognized as an evil, and intelligent practical men, as well as philanthropists, are everywhere demanding its suppression. This demand should first be recognized and supported by the press. Unfortunately, however, the newspaper press of Brazil is almost wholly published in the interests of one class—the slave-holding planters—and the abolition movement, therefore, has not received that cordial support from it which would otherwise have been accorded. In taking so decided a step in opposition to the slave-holding interests, the press of Bahia has set an example which is worthy of general imitation. It has stamped the institution as unworthy of recognition in its columns, except upon special and humiliating conditions, and it has thus taken its place in the ranks of that party which seeks to crush out the evil now and forever. We do not forget that some of these journals would disclaim all connection with the abolition movement now in progress; so too would those provincial legislators in Rio de Janeiro, Minas Geraes and São Paulo who advocated the suppression of the inter-provincial slave traffic. The moral influence of their acts, however, is as decidedly on the side of abolition, as though they were the staunchest and most-outspoken members of the various abolition organizations throughout the empire. This step of the Bahia press will have a good influence, and we hope it will be adopted here, and in every city in Brazil.

BECAUSE it does not provide for the indemnification of the slave-holders and does not provide a substitute for slave labor, Dr. Louis Couty informs the people of France that the abolition movement in Brazil is purely theoretical. Would it not be just as logical to say that because the thief is not indemnified for the loss of his profits and because another occupation is not provided for him, all laws for the suppression of theft are purely theoretical? If slavery is a crime against humanity, if it is a theft of a man's personal liberty and the profits of his labor—and the civilization of to-day has effectually settled those questions in the affirmative—then how can its unconditional suppression

be purely theoretical? Does Dr. Couty believe that one man's advantage can possibly counterbalance another man's right? Does he believe that stealing men, women and children in Africa, even in violation of laws and treaties, constitutes a just claim thereafter upon the lives and services of the people thus stolen? Does he believe that theft constitutes a right of property? or that an immoral and indefensible claim upon the life service of another entitles one to compensation for the loss of that service? We fear that Dr. Couty overlooks the rights of the slave and the universal condemnation which the civilized world has pronounced upon the accursed institution, in his efforts to defend and oblige the Brazilian slaveholder. In the selfish, commercial sense, out of which slavery grew, and through which it has been nourished and protected, there are grounds for the position which Dr. Couty has taken; but in the higher realm of ethics, of the eternal and unchangeable principles of justice, there is no foundation for it whatever. It is a matter for sincere regret that a young man of so great promise should deliberately go outside of his scientific calling to defend a wrong. And it is a matter of still deeper regret that at the same time he should place himself so conspicuously and so unnecessarily upon record as an advocate of a policy which the best minds of his own country and of the civilized world would not entertain for a moment.

WE are glad to see from *O Agricultor Progressista*, a new agricultural journal published in the interests of the *Companhia Zootécnica e Agrícola*, that the director of that society, Sr. Domingos Maria Gonçalves, proposes to require manual labor from all the students attending his new agricultural schools. We were misled by the statement in the statutes of the society that "the laborers, watchmen, shepherds, field servants, etc., will be by preference admitted and chosen from among the freedmen," which, in the absence of any clause specifying obligatory field labor for the students, led us to infer that the work would all be done by hired laborers. In this inference the director informs us that we are mistaken, as manual labor will be required from every matriculated student in proportion to his strength. This is just as it should be. One of the most successful agricultural schools in the United States—the State Agricultural College of Michigan—was founded literally in the forest, and all the work of clearing and breaking up the land, fencing, draining, road-making, planting orchards, as well as the after work of crop, fruit and stock-raising, has been done by students. The land which was once covered with a dense forest of oak, beech and maple, is now one of the finest and most productive farms that can be found anywhere—and all the work is done by students, who are required to work a specified number of hours every day. Many of the most successful farmers in the state are graduates of this school, and some of its graduates occupy high scientific positions. It is not claimed that the labor of the students has any great pecuniary advantages, but it gives them a practical knowledge of scientific agriculture, and contributes largely to their good health and physical development. In relation to the profession in whose interests the school is established, it not only makes its graduates practically familiar with all the details of every day work, but it makes them acquainted with the latest and most scientific methods of agriculture, and teaches them to investigate and experiment for themselves. Such a result as this is greatly needed in Brazil. Instead of calling upon the government for an investigating commission when his coffee trees, or his sugar cane fields are attacked by disease, the Brazilian planter should be competent to take the matter into

his own hands. He should know how best to cultivate his lands and to obtain the best results. Instead of tilling a piece of land for a time and then abandoning it as worn out, as is now the practice, he should know how to keep up the fertility and productiveness of his fields, and to add to their value year by year. The profession of agriculture should be elevated to the rank of a science, and this can only be done through just such schools as we have indicated.

THE AMERICAN LINE.

The present status of the question relative to the continuance of the Roach steamship line is shown in the following official dispatch from the minister of agriculture:

DEPT OF AGR. COMMERCE AND PUBLIC WORKS.
Rio de Janeiro, July 29, 1881.

I have before me the official note in which, in the quality of agents of Messrs. John Roach & Son, contractors of a navigation line between this port and New York, and authorized by the same contractors, you communicate to me, in solution of the conferences which you have had with this department:

1st.—That Messrs. Roach & Son accept the contract of November 10th, 1877, approved by legislative decree No. 2,853, of May 10th, 1879, thus authorizing the specified navigation service with all the required calls, including the port of São Luiz, in the province of Maranhão;

2nd.—That for this end the construction of three steamers is to be ordered immediately which, in accordance with the conditions of the said contract, will be suited to the service of the specified port of São Luiz;

3rd.—That these steamers will commence the service of navigation in the month of January or February, in the ensuing year of 1882;

4th.—That, while the steamers of which this treaty are not completed, the contractors will procure others for freight, for the purpose of continuing the service from the time forward;

5th.—That the time fixed in the contract for the voyages shall be increased by two days, which are necessary for the call at the port of São Luiz;

6th.—That, these conditions being accepted, the referred contract of November 10th should be considered definitely approved, without any dependence upon the legislative power;

In reply I have to say: 1st.—That the government accepts the conditions above mentioned, which shall be considered from this time forward as an integral part of the contract of November 10th, 1877; it being needful to add that, law No. 2,853, of May 10th, 1879, being in full vigor, the referred contract will have no further dependence upon the legislative power, since that the call at the port of São Luiz do Maranhão has been accepted;

2nd.—That the contractors, having at once ordered the construction of new steamers, can effect the navigation service up to January of the ensuing year in freighted steamers, which should in a similar manner be ordered at the port of São Luiz do Maranhão. There being no infraction of this arrangement, the government will order the payment, independently of new legislative authorization, of the subventions which from this time forward become due for the service herein treated.

M. BUARQUE DE MACEDO.
Messrs. Wilson, Sons & Co.

LOCAL NOTES.

—The minister of agriculture is absent on a trip through the eastern part of the province.

—The 29th ult. was the thirty-fifth anniversary of the birth of the Princess Imperial D. Isabel.

—The minister of agriculture has placed the sum of 100,000 at the disposal of the Brazilian minister at Buenos Ayres for the purchase of alfalfa seed.

—It is announced that Counselor Martin Francisco been made a member of the Council of State in place of the late Senator Dias de Carvalho.

—The government has placed the large halls of the Typographia Nacional at the service of the city, provisionally, for the projected municipal exposition.

—The government has approved the contract made with Antonio José da Costa Braga for the service of receiving, loading, feeding and transporting immigrants.

—The minister of agriculture has received a quantity of seed of the new cereal, rice-corn, which is to be distributed among planters by the Instituto Fluminense. The experiment will be watched with great interest.

—In reply to a petition from Guilherme José da Costa Vianna for permission to import Italian colonists under the regulations of March 15, 1879, the minister of agriculture declares that no other favors can be granted than those already made known viz: food and shelter in this city, transportation to the place where the colonist desires to settle, and the sale of lands selected on time.

—Decree No. 8,094, of May 14, grants a fifty years' concession to Gustavus Meinicke, the successor of Ernesto Antunes de Campos and others, for working mines of gold and other minerals in the *comarca* of Castro, province of Paraná. The concession covers a territory of 686,070 square meters. A period of five years is granted for the surveys and delineations, within which time plans must be submitted to the government, with proofs of capital employed.

—We beg that Dr. Salvador de Mendonça will kindly await our next issue for the reply which he desires. It should be borne in mind that our space is limited, and that we are handicapped ten to one in discussing with a daily journal.

—The immigrants barrack on the Morro da Saude was inaugurated on the 1st instant. The *Gazeta de Notícias* speaks of the place as badly arranged, badly ventilated, crowded, and as lacking sufficient water for the uses of such a place.

—There have been several disorderly attacks on street cars recently on the Villa Isabel line. Passengers have been beaten, ladies have been insulted, and travel has been made insecure. And this too in the city of Rio de Janeiro! Perhaps a fifty-pound policeman would contribute something to the pacification of those disturbed localities!

—The next important social event of the season will be the "Bachelors' Ball" at the Casino Fluminense on the evening of the 12th inst. If the quantity of deliberation and elaborate preparation be an indication of the quality of the entertainment, the ball of the 12th will certainly be one of the most brilliant and enjoyable ever given in this city.

—If we may do so without incurring the charge of doing a little sharp advertising, we would remind the Conservatorio Dramatica that the moral sense of this community is being delightfully shocked by an unhindered representation of *La Maculte*. There is little, perhaps, either in the music or the libretto to warrant the celebrity which the Conservatorio's course toward Manager Grau gave to it—but is there not just a little inconsistency between the course then pursued and the indifference of to-day?

—In an official letter of the 27th ult. the minister of agriculture notifies the minister of empire that he has resolved to aid in the construction of an edifice in this city for the service of national exhibitions, through municipal contributions, and asks for the grounds now occupied by the old slaughter house as a desirable locality for that purpose. Should the minister of empire give up the grounds, it is proposed to erect three exposition buildings there, and also to create a zoological garden.

—For supplying the new slaughter house at Santa Cruz with water, estimates for the sinking of a well have just been prepared and presented to the minister of empire by civil engineer Domingos José Rodrigues. The well is to have a diameter of ten meters and an estimated depth of six meters, and is to be located not over 600 meters from the establishment. The estimates for the well, water pipes, pumps, engine, iron reservoir for 20 cubic meters of water, etc., specify an expenditure of 15,400\$. The daily supply from the one well is estimated at 300,000 liters, or one-half the quantity desired.

—It is due to Dr. Salvador de Mendonça to say that the charge made against him by one of the city papers to the effect that he has come to Brazil in the employ of Messrs. John Roach & Son, is wholly incorrect. Whatever may be Dr. Mendonça's opinions and sympathies regarding the American line, his visit home at this time has no connection whatever with that enterprise. The recent agreement between the company and the government is wholly and solely due to the efforts of Mr. Alexander Wilson, of Messrs. Wilson, Sons & Co., the company's agents in this city.

—Social inter-communication between the business men of the River Plate and their confreres of the capital of Brazil is becoming more frequent. The ruddy cheeks of our Platine neighbors almost cease to attract attention on the Run do Ovidor, while the pale face of the Anglo-Fluminense is not a novelty on the Calle Florida. The *Tigres* on the 2nd, carried as passengers to Buenos Ayres Mr. Finlay Mathieson, of Messrs. P. S. Nicholson & Co., Mr. Wm. Wethered of Messrs. Johnson & Co., and Mr. Wm. R. McNevin, the popular broker of the Rialto. These gentlemen will doubtless receive the hospitable reception usually extended by our open-hearted friends of "the Plate" to their kindly disposed visitors, and will return to the Corte impressed with the social, commercial and political growth and well-being of our vigorous neighbors.

—Owing to an oversight in our last issue the following telegrams to the family of the late Col. W. M. Roberts from the Emperor and minister of agriculture, were unfortunately omitted. We deeply regret that this omission should have occurred, as it deprives our sketch of a long and exceptionally useful career of a well-deserved and graceful tribute. The telegrams were as follows:

His majesty, the Emperor, has ordered me to express, in his behalf, his condolences to the family of the illustrious engineer Roberts.

BUARQUE DE MACEDO.

16th July, 1881.

I send my condolences to the Roberts family, and bear witness to the valuable services rendered by the illustrious deceased.

BUARQUE DE MACEDO.

16th July, 1881.

Many other expressions of profound sympathy have been received by Mrs. Roberts, notably from the president of Espírito Santo where Mr. Roberts had recently been professionally engaged.

—The minister of agriculture has approved a contract for carrying the mails between Barbacena and Ouro Preto during the current year for the sum of 22,000\$.

—Counselor José Pedro Dias de Carvalho, senator from the province of Minas Geraes, died in this city on the 26th ult., at the age of 76 years. He was chosen senator by an imperial letter of November 4, 1857.

—The government has appointed Dr. Benjamin Franklin de Albuquerque Lima to succeed Col. W. M. Roberts in the proposed surveys of the Rio das Velhas. The new engineer, accompanied by Prof. Orville A. Derby, set out the 23rd ult., on their journey into the interior of Minas.

—At a meeting of the "Associação Mutuação Philantropica a Protectora" on the 22nd ult., Sr. Eduardo Arthur offered his resignation as manager and it was accepted. The business of the society will hereafter be carried on by the whole board of directors. With John C. Kip Hopper kicked out, and Eduardo Arthur resigned, what is to become of the great American Permanent Exposition?

—From private letters just received we learn that Mr. John C. Branner, who is employed by the Edison Electric Light Co. to search for a suitable fibre for their carbon arch, left Cuyabá, province of Matto Grosso, early last month on his way across country to the Amazon. He intended to descend the Rio Tapajós, and expected to arrive at Pará early in August.

—It is announced through the department of agriculture that a new arrangement has been made with the American steamship line relative to the future service between New York and this port. This service will be performed by new steamers of less tonnage than the former ones, and will include a call at the port of Maranhão. The new steamers are to begin running in January next.

—Under date of the 13th ult. the national treasury announces that Mr. W. S. Ellison is a debtor to the government in the sum of 60\$ for damages while an employee on the Dom Pedro II railway in 1871-72. Thirty days are allowed for payment. As Mr. Ellison left Brazil some eight or nine years ago, very possibly without the slightest knowledge of this serious account, the question very naturally arises: "Well, what are you going to do about it?"

—According to a telegram recently received from London, Mr. William Darley Bentley has entered into a contract with the *Société Générale de France* for the steam mail service between Canada and Brazil, for which he holds the concession. The English company with which Mr. Bentley made his first contract failed to carry out the terms of the agreement, which accounts for the new contract just announced. The company will be known as the *Compagnie Française pour les Transports Postaux entre le Brésil et le Canada*. It is announced that the service will begin this month.

—The great 6,000,000\$ lottery of this city, which has been drawn on the 30th ult., has been postponed to the 3rd of October. It would be interesting to know just how much money has been received up to date, so as to be able to compute the amounts of interest lost by ticket holders and gained by the lottery through this postponement of two months. There are some impulsive individuals who are characterizing the whole affair as a swindle—and as yet we feel a very great hesitation in contradicting them.

COMMERCIAL

August 14th, 1881.

Par value of the Brazilian mil reis (\$500), gold	27 d.
do do do in U. S.	—
do do do coin at \$4.84 per £1. stg.	54 cts.
do \$1.00 (U. S. coin) in Brazilian gold.	183 1/2
do of £1. stg. in Brazilian gold.	88 3/4
Bank rate of exchange on London to-day	25 1/2 d.
Present value of the Brazilian mil reis (paper)	84 1/2 cts. gold.
do do do in U. S.	—
do do do coin at \$4.80 per £1. stg.	44.50 cts.
Value of \$1.00 (\$4.80 stg.) in Brazilian currency (paper).	28 1/2
Value of £1 sterling " "	10 5/8

EXCHANGE.

July 23.—The rates in the banks continued at 25 1/2 on London, 428 on Paris, 526 on Hamburg, 2380 3/4 on New York and 240 on 24 1/2 on Portugal. The market was firm with fair transactions in private paper on London at 22 1/2 on 22 1/2 and on France at 42 1/2 on 42 1/2. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

July 26.—The English and New London and Brazilian banks did not affix rates and the Commercial maintained the previous ones. The market was very firm but inactive and it was reported that the banks offered to draw on London at 25 1/2 without finding takers. Private paper was negotiated at 25 1/2 on 25 1/2 on London and at 42 on 42 on France. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

July 26.—The official rates of the banks were to-day raised to 25 1/2 on London, 425 on Paris, 524 and 2380 on Hamburg, 2370 3/4 on New York and 238 on 24 1/2 on Portugal. The market continued very firm and transactions were effected in private paper at 25 1/2 on 25 1/2 on London and at 42 on 42 on France. Sovereigns were offered at 108 1/2 with buyers at 104.

July 27.—A further rise took place to-day, the banks adopting the following rates: London, 22 1/2, Paris 423, Hamburg 229, New York 3 djs 2850 and Portugal 238 on 24 1/2. Fair transactions in private paper at 22 1/2 on 22 1/2 on London and 42 on 42 on France, but scarcely any demand for bank paper. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

July 28.—The market continued firm without alteration in the rates of the banks. Private paper was negotiated at 25 1/2 on 25 1/2 on London. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

July 29.—The rates of the banks remained unchanged and the market continued very firm, private paper being negotiated at 25 1/2 on 25 1/2, 22 1/2 on 22 1/2 on London, and at 418, 415, 414 and 412 on France. Sovereigns sold at 108 1/2 cash.

July 30.—The Banco Commercial and the Banco do Commercio raised their rates to 25 1/2 on London, 421 on Paris and 237 1/2 on Portugal, and the other banks, though they did not alter their official rates, also drew on London at 25 1/2. Considerable transactions were effected in private paper at 25 1/2 on 25 1/2 on London, 417 on 412 on France and 513 on Hamburg. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

August 1.—The market continued very firm with an upward tendency; the banks did not alter their official rates but transactions in bank paper on London were reported at 25 1/2 and later in the day at 25 1/2. Private paper on London was negotiated at 23 1/2. Sovereigns sold at 108 1/2 cash.

Aug. 2.—The market opened to-day with the rate of 25 1/2 affixed by the Banco do Commercio and Banco Commercial, but after 12 o'clock both these banks raised their official rates to 23 on London, 415 on Paris and 234 1/2 on Portugal. The other banks continued without rates but also drew at 23 on London. A fair amount of business was done at 23 bank and 23 1/2 to 25 1/2 private paper on London. Sovereigns sold at 108 1/2 cash.

Aug. 3.—The banks opened at 23 d. but in consequence of the many takers appearing this rate was withdrawn after 12 a. m. and transactions then took place at 23 1/2, 22 1/2, 23 1/2 and 23 1/2, closing at 25 1/2. Private paper was negotiated in the morning at 23 1/2 and then at 23 1/2, 23, 22 1/2 and 22 1/2, closing at 23 d. On France business was done at 417 and 418 bank, and at 412 on 410 private paper. Sovereigns 108 1/2 sellers, 107 1/2 buyers.

Aug. 4.—The market today opens firm, the banks drawing at 23 1/2 and private paper being negotiated at 22 1/2 on 23 d.

The July returns of the custom house, at this port show the total receipts to be 3,816,317\$33 as follows:

Imports	2,980,828\$58
Despacho maritime	11,639 83
Exports	819,750 837
Interior taxes	—
Other sources	4,024 143
Deposits	3,816,317 383
Restitutions	26,135 971
	16,238 045

SALES OF STOCKS AND SHARES.

July 22.

10 Six per cent apolices	1,059 000
15 do (out. sale)	—
10,000\$ Provincial apolices	1,050 000
60 Banco Predial	321
150 Banco do Brazil	282 000
150 Banco Mercantil de Santos (outs. sale)	282 000
50 Aliança Insurance	26 000
100 Integridade Insurance	66 000
25 Fidelidade Insurance (outs. sale)	200 000
60 Petropolis R. R.	170 000
25 Sorocabana R.R. (outs. sale)	60 000
Lot Leopoldina R. R.	330 000
100 Machete e Campos R. R.	90 000
23 Carregues Fluminense	85 70
200 Carris Villa Isabel	108 000
200 Carris Urbanos	150 000
200 Navegação Nacional for August 31st	245 000
300 Banco do Brazil hypoth. notes (50)	94 70

July 23.

2 Six per cent apolices	1,060 000
1,600\$ do small amounts	1,030 000
57 Provincial apolices of 200\$	par
25 Botanical Garden R. R.	800 000
104 Carris Villa Isabel	192 000
50 Integridade Insurance	66 000
150 Banco Mercantil de Santos	220 000
100 Banco Predial, hyp. notes, with sorteo	81 70
150 Navegação N°1 for last day of trans. o. a.	255 000
22 Archilectonien (outs. sale)	70 000

July 25.

20 Six per cent apolices	1,060 000
50 Provincial apolices of 200\$	par
30 National Loan 1868	1,240 000
30 Aliança Insurance	26 000
100 União Mineira R. R.	40 000
200 Leopoldina R. R.	150 000
300 Leopoldina R. R. debentures	330 000
170 do	209 500
100 Navegação Nacional	209 000
300 Banco do Brazil hypoth. notes (140)	94 70
100 do (50)	94 70

July 26.

12 Six per cent apolices	1,060 000
100 Confiança Insurance	40 000
100 Carregues Fluminense	170 000
80 Carris Villa Isabel	159 000
80 Amazon steam navigation	140 000
100 Navegação Nacional for August 31st	250 000
100 Banco Mercantil for August 31st	228 000
100 Banco Mercantil de Santos	220 000
147 Leopoldina R. R. deb.	209 000
100 Sorocabana R. R.	62 000
100 Banco do Brazil hypoth. notes (50)	94 70

July 27.

30 Six per cent apolices	1,065 000
7 do (outside sale)	1,061 000
21 Provincial apolices of 200\$	par
100 Integridade Insurance	70 000
100 Carris Urbanos	246 000
168 Sorocabana R. R.	59 000
30 do (outs. s.)	64 000

July 28.

493 Six per cent apolices (57 outs. sale)	1,075 000
176 Provincial apolices of 200\$	par
50 Banco do Brazil	287 500
50 do	290 000
93 Banco Rural	260 000
100 Banco Industrial	220 000
100 do	225 000
100 do for August 30th	228 000
100 Aliança Insurance	26 000
100 Previdente Insurance (outs. sale)	14 000
50 Carris Urbanos	245 000
50 do	247 000
200 Carris Villa Isabel (outs. sale)	193 000
68 Sorocabana R.R.	61 000
200 do (outs. sale)	67 000
3 Sorocabana debentures (outs. s.)	70 70
100 Carregues Fluminense	170 000
30 Banco Predial hypoth. n. (outs. sale)	80 1/2 %

July 29.

384 Six per cent apolices	1,075 000
400 do for August 2nd	1,075 000
1,800\$ do for Aug. 15 (outs. s.)	1,077 000
66 National loan 1868	1,065 000
240 Banco do Brazil	1,230 000
100 Banco Predial	173 000
8 Banco Rural	260 000
100 Banco Industrial (outs. sale)	220 000
300 Navegação Nacional do	250 000
50 Aliança Insurance	26 000
9 Fidelidade Insurance	195 000
30 Carris Urbanos	250 000
200 Carris Villa Isabel for Aug. 5	193 000
100 Rio Gas Co.	270 000
6 Quissamã debentures	200 000
177 Banco Predial hypoth. notes of May 3rd.	75 1/2 %

July 30.

20 Six per cent apolices	1,075 000
200 do for August 15	1,077 000
300 do	1,080 000
50 National loan of 1879	1,115 70
102 Banco do Brazil	297 000
100 Banco Industrial	226 000
130 Banco Nacional, in liq.	2 000
100 Integridade Insurance	70 000
100 Genêria Insurance (outs. sale)	145 000
4 Fidelidade Insurance do	196 000
15 Sorocabana R. R.	68 000
321 Petropolis R. R.	175 000
200 Carris Villa Isabel	194 000
526 Navegação Nacional	250 000
38 Machete e Campos	92 000
6 Machete e Campos debent.	84 70
720 Banco do Brazil hypoth. notes (140)	94 70

August 1.

41 Six per cent apolices	1,075 000
9,000\$ Provincial apolices	101 70
5 National Loan of 1868	1,230 000
100 Banco Predial	130 000
70 Banco Mercantil de Santos	229 000
55 Integridade Insurance	70 000
45 do (outs. sale)	70 000
56 Leopoldina R.R.	70 000
6 Carris Villa Isabel	194 000
300 Banco do Brazil hypoth. notes (50)	94 70
100 Banco Predial hyp. notes with interest	80 70

August 2.

70 Provincial apolices of 200\$	201 000
4 National Loan of 1879	119 70
30 Banco Industrial for Aug. 5	228 000
163 do for Aug. 31	230 000
15 do do for do	229 000
45 Integridade Insurance	70 000
50 Aliança Insurance	69 000
50 Carregues Fluminense	26 000
50 Rio Gas Company	175 000
30 Carris S. Christovão	270 000
85 Sorocabana R. R. (outs. sale)	358 000
30 Navegação Brasileira do	70 000
200 Banco Predial hyp. n. of May 24	80 70
1360 Banco do Brazil hypoth. notes (14 & 50)	94 70

MARKET REPORT.

Rio de Janeiro, Aug. 4th, 1881.

Coffee.—Since our last report on the 23rd ult. the discrepancy, then noticed by us, between the prices in consuming markets and those ruling here has again been increased, for, whilst there is no improvement in Europe and only a fractional one in the United States, currency prices here for all except the lowest grades have advanced and the rise in exchange raises the sterling cost of the lower grades 9 d. to 10 d. and of the better ones 2 1/2 d. to 3 d. per cwt above that on the 23rd ult.

Notwithstanding this anomaly and the considerable increase in the receipts a very active demand has prevailed during the period under review and still continues.

The sales since the 23rd ult. amounts to 194,500 bags, and the total sales for the month since the 4th ult. sum up 394,100 bags.

The clearances have been:

United States:	
July 25 New York Br str <i>Hevelius</i>	bag.
28 Baltimore Am lug <i>Go. Pashody</i>	34,756
30 New York Br str <i>Stierner</i>	9,489
30 do Am lug <i>John Sherman</i>	7,000
30 do Gr lug <i>allman</i>	7,444
Aug 1 do Am lug <i>Harriet S. Jackson</i>	4,944
Europe:	
July 23 Southampton, Havre Br str <i>Neva</i>	8,156
23 Marseilles Fr str <i>Palou</i>	7,515
26 Havre Fr str <i>Sully</i>	3,471
26 Bordeaux Br str <i>Aracuanis</i>	300
26 Gibraltar f. o. Dan bgn C. <i>Hornung</i>	4,900
28 Hamburg Gr str <i>Santos</i>	17,435
30 Bordeaux, Mars. Fr str <i>Schiff</i>	3,325
Elsewhere:	
July 22 River Plate Br str <i>Britannica</i>	802
25 do Fr str <i>Equateur</i>	594
26 do Belg str <i>Rosier</i>	58
29 East London Br lug <i>Sparkling Foam</i>	2,500
30 Port Elizabeth, bk <i>Huntress</i>	3,000

The total clearances in July have been:

for United States 142,791 bags, against 127,818 in July 1880	
Europe	139,284 " 106,525 "
" C. of Good H.	18,904 " 5,592 "
" River Plate and West Coast	4,109 " 5,555 "
total	305,148 245,290

and the total clearances during 7 months from January 1st to July 31st amount to

985,110 for United S. against 741,138 in 1880	
1,128,199 " Europe	741,138 "
60,531 " C. of G. H.	576,957 "
30,377 " R. P.W.C.	36,719 "
2,204,217 bags	2,256,665 "

showing an increase of 83,783 bags over the clearances in the same period of last year, viz:

243,978 bags increase to United States	
557,942 " Europe	1,371,434
23,812 " C. of Good Hope	—
7,751 " Elsewhere	—
83,783 bags.	—

the increase to Europe amounting to about 98 %.

Receipts in the month of July have averaged

10,870 bgs per day	
against 8,179 " in July 1880	—
" 7,861 " " 1879	—
" 7,816 " " 1878	—
" 6,749 " " 1877	—
" 5,592 " " 1876	—

We quote, per 10 kilos:

Washed	48 100 — 68 000
Superior	5 000 — 5 200
Good first	4 650 — 4 750
Regular first	4 500 — 4 550
Ordinary first	3 600 — 3 650
Good second	2 950 — 3 150
Ordinary second	2 550 — 2 750

and on this basis cargoes may be quoted:

p to kilos per cwt per lb.	
Prime United States	5.200 58 1/2 12.66 cts.
Good "	4.750 53 1/2 11.68 "
Fair to good "	4.550 51 1/2 11.24 "
Fair "	4.400 50 1/2 10.93 "
Good Channel "	3.950 45 1/2 9.94 "
Low "	3.650 42 1/2 9.30 "
Fair "	2.950 34 7.78 "

(C. o. b. ex freight and commission, exchange 2 1/2 % in sterling and at par in American gold.)

Stock is estimated today at 140,000 bags.

Since writing the above currency prices of the better grades have further advanced 50 to 100 reis per 10 kilos which is counterbalanced by the sudden fall in exchange yesterday afternoon, leaving the sterling cost as above.

Total clearances of coffee from Rio during the 7 months from January 1st to July 31st.

DESTINATION	1881	1880	1879
UNITED STATES.			
New York	Bags, 692,054	Bags, 492,756	Bags, 484,891
Baltimore	178,443	193,559	226,586
Hampton Roads f. o.	5,500	9,500	9,717
Richmond	—	—	—
Charleston	3,860	—	—
Savannah	8,545	4,610	7,000
Mobile	—	—	—
New Orleans	86,282	41,197	70,945
Galveston	10,500	—	70,945
St. Thomas f. o.	—	—	10,727
Key West f. o.	—	—	14,876
—	—	—	4,346
Total.	985,110	741,132	1,149,939
EUROPE.			
Channel f. o.	—	—	—
Havre	30,271	14,900	21,727
Antwerp	658,449	65,273	114,007
Rotterdam	166,934	21,428	78,587
London & Baltic	273,252	201,419	174,255
Liverpool	93,954	105,701	127,362
Bordeaux	105,701	105,701	127,362
London & Southern	60,954	30,840	34,105
Lisbon t. o.	60,954	30,840	34,105
Portugal	8,087	520	6,110
Mediterranean.	201,240	73,752	109,168
Total.	1,188,199	579,557	730,412
ELSEWHERE.			
Case of Good Hope.	60,31	35,719	35,647
River Plate & West Coast.	30,337	22,026	19,569
Totals.	910,908	59,245	56,516
UNITED STATES.			
Europe.	985,110	741,132	1,149,939
Elsewhere.	1,188,199	579,557	730,412
Total.	2,094,211	1,321,434	1,880,351

C. Mc CULLOCH BEECHER & COMPANY
Export and Commission Merchants.
 41 AND 43 WALL STREET
 NEW YORK
 P. O. Box No. 2364

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufacturers' goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable acceptance there, and by means of their Rio de Janeiro house, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

LIDGERWOOD MFG. CO., (LIMITED).
Successors of
MILFORD & LIDGERWOOD,

Engineers, Machinists,
 Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.
GENERAL AGENCY FOR THE
SINGER SEWING MACHINE,
 and
COFFEE-CLEANING MACHINERY.
 No. 95, Rua do Ouvidor.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Capital..... £ 1,000,000
 Capital paid up..... 500,000
 Reserve fund..... 140,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co., LONDON,

Messrs. MALLET FRERES & Co., PARIS,

Messrs. J. H. SCHROEDER & Co., HAMBURG.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital..... £ 1,000,000
 Ditto, paid up..... 500,000
 Reserve Fund..... 140,000

Draws on the London Joint Stock Bank and transacts every description of Banking business.

GEORGE BUCKERIDGE, LIBRARIAN.
 No. 48, Rua do Ouvidor, and Floor.
 Agent for
 English Books, Periodicals and Newspapers.

A NEW INVENTION FOR HAND PRINTING!
Useful in every Business Office.

Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used with out delay and as often as occasion requires.

These type have accurate metal bodies upon which rubber faces are moulded and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are

Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to suit purchasers.

S. T. LONGSTRETH, Manufacturer of
RUBBER PRINTING AND DATING STAMPS,
 No. 8, Rua S. Pedro,
 Rio de Janeiro.

C. Mc CULLOCH BEECHER & COMPANY
Import and Commission Merchants
 47 RUA DO GENERAL CAMARA
 RIO DE JANEIRO
 Caixa no Correio No. 115.

Receive consignments of American products, Machinery, Agricultural Implements, Manufactured Goods, Hardware etc., etc., subject to the approval of their New York house, for the prompt and satisfactory handling of which they possess unparalleled facilities.

UNITED STATES AND BRAZIL MAIL S. S. LINE.

Carrying the United States and Brazilian Mails. Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of S. Thomas, Pará, Pernambuco and Bahia. The steamers of the line, 3,500 tons measurement each, are new and first-class in every particular.

Steamers will arrive and clear at this port as follows:

Steamer	Commander	Arrive	Depart
City of Pará	Capt. Crowell	July 29	Aug 5
City of Rio de Janeiro	Capt. Lewis	Aug 29	Sept 5
City of Pará	Capt. Crowell	Sept 29	Oct 5

Fare between New York and Rio de Janeiro, 1st. class \$150

General and Passage office,
WILSON, SONS & Co., Limited.
 No. 2 Praça das Marinhãs.

ROYAL MAIL STEAM PACKET COMPANY

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,

1881

DATE	STEAMER	DESTINATION
Aug 9	Guadiana	Southampton and Antwerp via Bahia, Macaé, Pernambuco, and Lisbon.
Aug 24	Tagus	Southampton and Havre via Bahia, Pernambuco, St. Vincent and Lisbon.

The outward steamers are due here about the beginning and middle of each month, proceeding to the River Plate, after the necessary stop in this port.

For freights and passages apply to
 E. W. MAY, Supt.,
 Rua 1ª de Março No. 49.

GUARDIAN FIRE AND LIFE ASSURANCE CO.

Subscribed Capital: £2,000,000.

Capital paid up: £1,000,000.

Total Funds: £2,981,000.

Total annual income: £488,000.

DIRECTORS:

Henry Hulse Berens, Esq. *Director of the Bank of England.*
 H'y Bonham-Carter, Esq. *Barrister-at-Law, and Sitting Director.*
 Chas. William Curtis, Esq. *Messrs. Curtis & Harvey.*
 Charles F. Devas, Esq. *Messrs. Nevill, Druce & Co.*
 S. Walter R. Farquhar, Esq. *Messrs. Harcourt, Farquhar & Co.*
 Alban G. H. Gibbs, Esq. *Messrs. Antony Gibbs & Sons.*
 James Goodson, Esq. *Director of the Bank of England.*
 Thomson Hankey, Esq. *Director of the Bank of England.*
 Richard Musgrave Harvey, Esq. *Messrs. Thomson, Hankey & Co.*
 Rt. Hon. John G. Hubbard, M. P. *Messrs. John Hubbard & Co. - Director of the Bank of England.*
 Frederick H. Janson, Esq. *Messrs. Janson, Cobb & Pearson.*
 Right Hon. G. J. Shaw Lefevre, M. P. *Barrister-at-Law.*
 Beaumont W. Lubbock, Esq. *Messrs. Roberts, Lubbock & Co.*
 John B. Martin, Esq. *Messrs. Martin & Co.*
 H'y John Norman, Esq. *Director of the London & Westminster Bank.*
 David Powell, Jun., Esq. *Messrs. Cotterworth & Powell - Director of the Bank of England.*
 Augustus Prevost, Esq. *Messrs. Morris, Prevost & Co.*
 J. G. Talbot, Esq. M. P. *Henry Vigne, Esq.*

The undersigned having been appointed Agents at Rio de Janeiro, are prepared to issue Policies of Insurance against Fire on the usual terms.

SMITH & YOUNG.
 No. 60, Rua 1ª de Março.

C. P. MACKIE & Co., Limited.
PHILADELPHIA, Pa., U. S. A.
Railroad, Tramway and Engineering Supplies and Materials.

Contracts made for furnishing new lines with Rails, Bridges, Rolling Stock, Shop Machinery, Telegraph Supplies, etc., at Manufacturer's Lowest Rates.

Designs and Estimates on application.

REPRESENTING IN BRAZIL

The following manufacturers:

THE WESTINGHOUSE AIR BRAKE Co.
PITTSBURGH, Pa., U. S. A.

THE WHARTON RAILROAD SWITCH Co.
PHILADELPHIA, Pa., U. S. A.

PULLMAN PALACE CAR Co.
NEW YORK, U. S. A.

T. G. BRILL & Co.
PHILADELPHIA, Pa., U. S. A.

HOOKE SMELTING Co.
PHILADELPHIA, Pa., U. S. A.

LEHIGH CAR WHEEL WORKS
CATASAUQUA, Pa., U. S. A.

CULMER SPRING Co.
PITTSBURGH, Pa., U. S. A.

THE JOHN A. ROEBLING & SONS Co.
TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS.
DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & Co.
PHILADELPHIA, Pa., U. S. A.

BLAKE ORE CRUSHER CO.
NEW HAVEN, Conn., U. S. A.

RUBBER HAND AND DATING STAMPS.

The Consecutive Rubber Dating Stamp
 Self-Inking Hand Stamp,
 The Pocket Pencil Stamp,
 The Compass Stamp,
 Fac-simile Autographs,
 Monograms,
 Hand Stamps of every size and description.

Metal-Bodied Rubber Type.

For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless. For Family Use, in marking clothing, house and table linen, etc., with indelible ink, they are invaluable.

Monograms, autographs, etc., made to order.

S. T. LONGSTRETH, Manufacturer,
 8 Rua de S. Pedro
 RIO DE JANEIRO

THE LIVERPOOL AND LONDON AND GLOBE

INSURANCE COMPANY.

Agents in Rio Janeiro

Phipps Brothers & Co.
 16 Rua do Visconde de Inhauma.

O. C. JAMES.
 No. 8, RUA S. PEDRO.
Agency and Commission House
Railway Supplies a Specialty
 [No consignments received.]

Brazilian Agency
 for the following well-known American establishments:

BALDWIN LOCOMOTIVE WORKS,
PHILADELPHIA, PENN.
 (Established, 1831)
BURNHAM, PARKY, WILLIAMS & CO.,
 Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.
 Illustrated catalogue furnished on application of customers.

JACKSON & SHARP COMPANY
WILMINGTON, DEL.
Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States, and Cuba. The cars of the São Paulo and Rio de Janeiro railway, the Itana, the Mogiana, Niteroyense and other narrow gauge railways in Brazil are from these well-known works.

CHAS. S. HOWLAND, Treasurer.
 JOB H. JACKSON, President

A. WHITNEY & SONS, CAR WHEEL WORKS.
 (Established 1847)

Callowhill street, sixteenth to seventeenth streets, Philadelphia, Penn.

Chilled cast iron wheels (steeled by the Hamilton process for railways, street cars, and mines. Axles of iron or steel. Illustrated catalogue furnished on application of customers.

AMERICAN BANK NOTE CO.

OFFICE: 142, BROADWAY, NEW YORK.
ENGRAVES AND PRINTS
 BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES

In the most artistic style, and in a building proof against fire

A. G. GOODALL, President
 JAS. MACDONOUGH, Vice-President
 THEO. H. FREELAND, Secretary and Manager
 GEO. H. STAYNER, Treasurer.

THE RIO NEWS

Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of The News beg to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory and the encouragement for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

The policy of The News will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. No pains will be spared in making these reports thoroughly accurate and the trade of other Brazilian ports has thus far prevented The News from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports on all the leading ports of the empire will be given. In its general news columns and in its discussions of political and current topics The News will to present every subject thoroughly informed and, to that end, to keep its readers in a true light. Its purpose is simply to keep its readers—when whose capital is invested or whose business is located in Brazil—cognizant of every important event, of the general drift of political and social affairs, of the state of the markets, and of every occurrence which might affect the profits of business or of the security and permanency of investments.

TERMS:
 One year's subscription..... 20\$000
 English and American subscriptions..... 25\$000
 Advertisements, 15¢ per inch per quarter.
 Business cards, ¼ inch, 10¢ per quarter.
 All subscriptions should run with the calendar year.
BUSINESS OFFICE AND EDITORIAL ROOMS:
 4 Rua São Pedro.
POST-OFFICE ADDRESS:—Caixa no Correio, Nº 711.